

Report of the Head of Planning, Sport and Green Spaces

Address SNOWBASE EASTERN PERIMETER ROAD HEATHROW AIRPORT

Development: Expansion of the existing snow base to accommodate additional open parking and vehicle maneuvering areas plus within the footprint of the existing approved snow base the erection of a new snow vehicle storage shed and erection of enclosures for glycol, diesel and stand cleaning liquid (Consultation Under Part 18 of the Town and Country Planning (General Permitted Development) Order 1995).

LBH Ref Nos: 45151/APP/2013/1768

Drawing Nos: 16872-00-GA-902-000001 v3
Design and Access Statement
16872-00-GA-902-000003 v5
16872-00-GA-902-000002 v5
16872-00-DE-735-000002 v5
16872-00-GA-735-000004 v8
16872-00-GA-735-000005 v4
16872-00-GA-800-000016 v4
16872-00-SE-247-000001 9 0
16872-00-SE-247-000004_6 0
16872-00-SE-247-000004_6 0
Geotechnical and Contaminated Land Risk Assessment Report (16872-XX-DS-911-000001) Version 2
Flood Risk Assessment Version 3 April 2013

Date Plans Received: 26/06/2013 **Date(s) of Amendment(s):**

Date Application Valid: 26/06/2013

1. SUMMARY

The application is a consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development Order) seeking to provide expanded and enhanced snow base facilities at Heathrow.

The proposals are directly related to the operation needs of the airport and are considered to represent permitted development.

The proposals would not result in any adverse impacts on the appearance or character of the airport or have any impacts on existing landscaping. Nor would the development give rise to any detrimental impacts on the amenity of residential properties or on the safe operation of the airport.

Subject to appropriate considerations there would be no detrimental impacts arising from the development in terms of contamination or flood risk.

Accordingly, no objection is raised to the proposal subject to considerations.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning, Green Spaces and Culture to advise the applicant that no objection is raised to the Consultation,

subject to:

A) The applicant enters into a legal agreement to secure:

(i) A water management scheme

B) That the applicant meets the Council's reasonable costs involved in checking the adequacy of the legal agreement.

C) That officers be authorised to negotiate and agree the detailed terms of the legal agreement.

D) If the Legal Agreement has not been finalised within 3 months, delegated authority be given to the Head of Planning, Green Spaces and Culture to raise objection to the Consultation for the following reason:

'The applicant has failed to ensure that the proposal would not result in harm to water quality'

E) That if the Committee resolve to raise no objection the following considerations be communicated to applicant:

1 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 16872-00-DE-735-000002 v5, 16872-00-GA-735-000004 v8, 16872-00-GA-735-000005 v4, 16872-00-GA-800-000016 v4, 16872-00-GA-902-000001 v3, 16872-00-GA-902-000002 v5, 16872-00-GA-902-000003 v5, 16872-00-SE-247-000001_9 0, 16872-00-SE-247-000004_6 0 D

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

2 COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:
16872-XX-DS-911-000001

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence

REASON

To ensure that the development complies with the objectives of Policies . Specify Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

3 NONSC Consideration 1

Gas protection measures shall be installed on all new buildings to the satisfaction of the Local Planning Authority. Details of the gas protection measures shall be provided in

writing to the Local Planning Authority and shall be agreed with the LPA prior to implementation.

REASON

Site investigations in 2012 have identified the presence of carbon dioxide a need for passive gas protection measures on new build.

4 NONSC Consideration 2

(i) Details of a watching brief to address undiscovered contamination shall be submitted to the Council prior to the commencement of development; and

(ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and a remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

REASON:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 NONSC Consideration 3

The development hereby permitted shall not be commenced until such time as a scheme to ensure the maintenance and regular inspection of;

- i. the tanks between walls leak detection system, high-level; filling alarm and automatic overflow protection device;
- ii. pipe work carrying fuel and glycol;
- iii. manual isolation valves, emergency shut off and non-return valves;
- iv. and the fuel tanks secondary containment bund and its rainwater pump out schedule;

has been submitted to, and approved in writing by, the Local Planning Authority. Any such scheme shall be supported by detailed information, include a maintenance programme. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme, or any changes as may subsequently be agreed, in writing, by the local planning authority.

REASON:

The proposed storage of hazardous substances in storage tanks poses a risk to the Principal Aquifer in the Taplow Gravels which underlie the site. The Taplow Gravels are part of the Lower Thames Gravels WFD groundwater body (GB40603G000300).

The Thames river basin district river basin management plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. Without the implementation of the above scheme, leaking tanks could cause deterioration of quality or prevent the recovery of Lower Thames Gravels WFD groundwater body (GB40603G000300). This is in accordance with Policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

The National Planning Policy Framework paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution

6 NONSC Consideration 4

No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 100 years plus climate change critical storm will not exceed the runoff from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason:

To prevent the increased risk of flooding, both on and off site. The National Planning Policy Framework requires that the site-specific flood risk assessment must demonstrate that the development will not increase flood risk elsewhere and where possible will reduce flood risk overall. Without this information the FRA does not confirm that the increase in flooded volumes can be adequately contained within the site boundary and the run-off rates will not increase.

INFORMATIVES

1

The Environment Agency have reviewed the FRA Re-development of the Snow Base at Heathrow Airport V2 by Black and Veatch March 2012. The FRA demonstrates that increased pipe storage can be included to provide attenuation for the increase in flood volumes in low order events with a likelihood of around 1 in 5 chance in any year. From the 1 in 10 chance in any year event to the 1 in 100 chance in any year event, including an allowance for climate change, the FRA demonstrates that an increase in flood volume is expected, up to 709m³ in the 1 in 100 chance in any year plus climate change.

The FRA recommends that mitigation is required in order to ensure that flood risk is not increased as a result of the development and suggests that this will be achieved as part of a wider strategic solution delivered by the 'storm water project', a separate project looking at Heathrow airport deals with rain falling into its catchment.

2

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, Cranes and Other Construction Issues (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

3 I60 Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This

is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp)

4

The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, Lighting near Aerodromes (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

5

This site, or part of this site, lies within the Public Safety Zone. Please refer to DFT Circular 1/2010 Control of Development in Airport Public Safety Zones for further information.

6 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

7 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

| | |
|----------|--|
| A4 | New development directly related to Heathrow Airport |
| BE13 | New development must harmonise with the existing street scene. |
| OE1 | Protection of the character and amenities of surrounding properties and the local area |
| LPP 5.12 | (2011) Flood risk management |
| LPP 5.13 | (2011) Sustainable drainage |
| LPP 5.14 | (2011) Water quality and wastewater infrastructure |
| NPPF | |

3. CONSIDERATIONS

3.1 Site and Locality

The site area comprises a total of 3.67 hectares, and comprises of the existing snow base area and surrounding land which is located airside. The snowbase consists of approximately 9,000sq.m of overall area. The concrete hardstanding is used for parking, storage and manoeuvring of snow vehicles; there are also buildings providing existing maintenance and welfare facilities and storage for limited amounts of runway de-icer (solid and liquid). In the immediate surrounds of the existing snow base are grassed areas, with live taxiways further to the south and west.

The application site is located within Heathrow Airport adjacent to the Enfield Road Roundabout (at the junction of East Church Road and the Eastern Perimeter Road) within the Airport Boundary as defined within the Development Plan.

The nearest residential property is approximately 460m from the site.

3.2 Proposed Scheme

The enlarged snowbase would consist of covered storage for the new and existing snow vehicles and additional storage capacity for de-icing materials and diesel. The existing maintenance building would be retained.

The new covered vehicle parking area would be sited along the northern boundary of the site and will be a 3-sided structure. The height of the vehicle shed would be 6.3m high, 14m wide and 98m long. The steel-framed structure would be finished with grey coloured cladding.

The existing vehicle wash would be relocated from its central location to the northern boundary of the site.

3.3 Relevant Planning History

Comment on Relevant Planning History

Heathrow has an extensive planning history.

The most relevant planning history to this application was the approval of a construction of an expanded snowbase that there was no objection to December 2012 (45151/APP/2012/664):- "Expansion of snow base to provide additional covered storage and parking for snow vehicles, a welfare and maintenance building and diesel and de-icer storage (Consultation Under Part 18 of the Town and Country Planning (General Permitted Development) Order 1995)".

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.T4 (2012) Heathrow Airport

Part 2 Policies:

A4 New development directly related to Heathrow Airport

BE13 New development must harmonise with the existing street scene.

OE1 Protection of the character and amenities of surrounding properties and the local area

LPP 5.12 (2011) Flood risk management

LPP 5.13 (2011) Sustainable drainage

LPP 5.14 (2011) Water quality and wastewater infrastructure
NPPF

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **31st July 2013**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

NATS SAFEGUARDING

No objection.

BAA SAFEGUARDING

No objection.

ENVIRONMENT AGENCY:

The proposed development will be acceptable only if considerations are included requiring the submission and subsequent agreement of further details, as set out below.

Consideration 1

The development hereby permitted shall not be commenced until such time as a scheme to ensure the maintenance and regular inspection of;

- i. the tank s between walls leak detection system, high-level; filling alarm and automatic overflow protection device;
- ii. pipe work carrying fuel and glycol;
- iii. manual isolation valves, emergency shut off and non-return valves;
- iv. and the fuel tanks secondary containment bund and its rainwater pump out schedule;

has been submitted to, and approved in writing by, the Local Planning Authority. Any such scheme shall be supported by detailed information, include a maintenance programme. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme, or any changes as may subsequently be agreed, in writing, by the local planning authority.

Reason 1

The proposed storage of hazardous substances in storage tanks poses a risk to the Principal Aquifer in the Taplow Gravels which underlie the site. The Taplow Gravels are part of the Lower Thames Gravels WFD groundwater body (GB40603G000300).

The Thames river basin district river basin management plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. Without the implementation of the above scheme, leaking tanks could cause deterioration of quality or prevent the recovery of Lower Thames Gravels WFD groundwater body (GB40603G000300). This is in accordance with Policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) .

The National Planning Policy Framework paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing

development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution.

Consideration 2

No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 100 years plus climate change critical storm will not exceed the runoff from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason 2

To prevent the increased risk of flooding, both on and off site. The National Planning Policy Framework requires that the site-specific flood risk assessment must demonstrate that the development will not increase flood risk elsewhere and where possible will reduce flood risk overall. Without this information the FRA does not confirm that the increase in flooded volumes can be adequately contained within the site boundary and the run-off rates will not increase.

Advice to the Applicant

We have reviewed the FRA Re-development of the Snow Base at Heathrow Airport V2 by Black and Veatch March 2012. The FRA demonstrates that increased pipe storage can be included to provide attenuation for the increase in flood volumes in low order events with a likelihood of around 1 in 5 chance in any year. From the 1 in 10 chance in any year event to the 1 in 100 chance in any year event, including an allowance for climate change, the FRA demonstrates that an increase in flood volume is expected, up to 709m³ in the 1 in 100 chance in any year plus climate change.

The FRA recommends that mitigation is required in order to ensure that flood risk is not increased as a result of the development and suggests that this will be achieved as part of a wider strategic solution delivered by the 'storm water project', a separate project looking at Heathrow airport deals with rain falling into its catchment.

However as part of the planning application submission no details of the 'storm water project' or any assessment of alterations have been provided to confirm these will adequately mitigate the expected increase of flooding adequately mitigate the expected increase in flooding volumes on site or at the Eastern Balancing reservoir, or that run-off rates from the site area will be restricted to the existing rates

Contaminated Land

The contaminated land risk assessment report Ref: 16872-XX-DS-911-000001, dated May 2012 reviewed, did not report any contamination on site that would appear to pose a risk to the underlying principal aquifer in the Taplow Gravels. However, a watching brief should be in place during redevelopment works should they come across any contamination hotspots then this should be dealt with appropriately. We recommend that developers should follow the risk management framework provided in the ' Piling into Contaminated Sites'.

Internal Consultees

FLOOD AND WATER MANAGEMENT OFFICER:

Awaiting receipt of additional information from the applicant prior to making my final comments. However no objection subject to the unilateral undertaking agreed to address water management. Final comments will be reported to Committee in the Addendum.

ENVIRONMENTAL PROTECTION UNIT:

The current Snowbase has been subject to two investigations in 2011 and 2012. The first was a small seven trial pit exercise to assess the ground conditions. The main investigation was a detailed borehole investigation reported in April 2012 by Soil Mechanics. The report on the investigation by Soil Mechanics was a factual report. TPS consultants, 'TPS' have used this report to produce an intepretative report as referenced above.

I have reviewed the TPS report and the results of the investigations and chemical testing by Soil Mechanics as interpreted by TPS. There is made ground on the site with bricks, concrete and wood. However most of the geological strata comprises clay, gravels and hoggin. Groundwater appears to be below 3 metres in the Taplow gravels, a principle aquifer. Groundwater monitoring stand pipes have been installed at the site but the testing results in the report are for soil rather than water. The chemical testing of soil samples has not shown any contaminants at a level above the generic standards for a commercial end use and the end use is still the same but expanded with improved and expanded glycol and fuel storage facilities. I would advise that with the use of the site there could be contamination discovered during the excavation works. No Methane but some Carbon dioxide has been found hence the consultant has advised passive gas protection measures (Characteristic 2). I would advise the following considerations.

Conditions (Considerations)

Gas

Gas protection measures shall be installed on all new buildings to the satisfaction of the LPA.

Reason

Site investigations in 2012 have identified the presence of carbon dioxide a need for passive gas protection measures on new build.

Contamination

As no contamination for this use has been found in the site investigation I would advise applying the following condition.

Condition

(i) Details of a watching brief to address undiscovered contamination shall be submitted to the Council prior to the commencement of development; and

(ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and a remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

REASON:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP

Policies (November 2012).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposal is a consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development Order).

Following significant disruption caused by snowfall in December 2010, an Inquiry was set up with the objective of making recommendations to future snow events and was chaired by Professor David Begg. The findings of the Begg Enquiry were released in March 2011 and detailed 14 recommendations on how BAA and the Heathrow community could improve the airport's resilience to future snow disruption. The Capital Projects division of BAA established a programme to respond to a number of these recommendations.

A longer term requirement to address these recommendations is to provide a consolidated location for storage of the snow equipment and to provide facilities for the associated increase in vehicle maintenance, staff welfare and storage facilities for diesel and de-icer (glycol).

The current consultation seeks to expand and enhance the existing snowbase area at the airport in order to improve facilities for dealing with snow and reduce associated disruption. The scheme is comparable to an earlier consultation for an expansion of the snowbase in wake of the Begg Enquiry (45151/APP/2012/664). The current scheme is smaller in scale to the 2012 scheme, following a further review of the operational requirements of the snowbase by the airport operator.

The proposed development would clearly be directly related to the airport and would enhance the resilience of key facilities at the airport to adverse weather. The proposal is considered to represent permitted development and accordingly, there is no objection to the principle of the development.

7.02 Density of the proposed development

Residential density is not relevant to this application.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

The application is not located within proximity to any Conservation Areas, Listed Buildings or Areas of Special Local Character.

7.04 Airport safeguarding

The application has been reviewed by both BAA Safeguarding and NATs Safeguarding who have raised no objections. As such, it is not considered that the application would have any adverse impacts on aircraft or airport safety.

7.05 Impact on the green belt

The application is not located within or on the boundary of the Green Belt.

7.07 Impact on the character & appearance of the area

The proposed development is located within the operational area of Heathrow Airport adjacent to the Enfield Road Roundabout (at the junction of East Church Road and the Eastern Perimeter Road).

The design and built form of the development, including the proposed materials palette, are considered to be consistent with the design rational of other operational buildings within the airport.

Accordingly, it is considered that the proposed development would appropriately harmonise with the character of the surrounding Airport development in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

7.08 Impact on neighbours

The nearest residential property is located approximately 460m from the application site, which is located well within the boundary of Heathrow Airport. As such, the application would not result in any adverse impacts on the amenity of residential occupiers.

7.09 Living conditions for future occupiers

Not relevant to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Not relevant to this application.

7.11 Urban design, access and security

Design and access issues are dealt with elsewhere within this report.

The is located within the airport boundary and a secure airside/landside boundary would be provided. Accordingly, the proposal raises no concerns relating to security

7.12 Disabled access

Level access would be provided to all buildings.

7.13 Provision of affordable & special needs housing

Not relevant to this application.

7.14 Trees, landscaping and Ecology

The application site is within the central terminal area of Heathrow airport. There is no landscaping with the exception of grassed areas, which are not of any landscape merit. The proposal is located within Heathrow Airport and does not propose any soft landscaping, however it is not considered that the proposal would necessitate any landscaping having regard to its context. It is considered that the proposal would comply with Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

7.15 Sustainable waste management

The proposal would not necessitate any dedicated external waste storage. Any waste arising from use of the rest areas or workshops would be dealt with as part of the airport wide waste strategy. Accordingly it is considered that adequate provision would be made for waste and recycling provision.

7.16 Renewable energy / Sustainability

The proposal represents permitted development and, as such, there is no requirement for the development to comply with policies relating to renewable energy and sustainability. Nevertheless, the scheme would utilise modern design techniques such as high levels of insulation to minimise the buildings energy use.

No objection is therefore raised to the proposal in terms of sustainability

7.17 Flooding or Drainage Issues

The application is not located within an area identified as being at risk of flooding, however given the size of the application site and the proposed use, which would involve the storage of chemicals, consideration needs to be given to matters relating to sustainable drainage and potential groundwater contamination.

The scheme is supported by a detailed flood risk assessment. The Environment Agency have been consulted on the application. No objection has been raised by the Environment Agency subject to considerations being attached relating to the storage of chemicals on

the site and the provision of sustainable drainage.

Subject to these considerations the scheme would comply with London Plan 5.12, 5.13 and 4.14 and the requirements of the National Planning Policy Framework.

7.18 Noise or Air Quality Issues

The application site is located within the boundary of Heathrow Airport and approximately 460m from the nearest residential property. Accordingly, the development would not give rise to any concerns regarding noise impacts on residential occupiers.

It is not considered that the proposed development which would have any significant impacts on local air quality.

7.19 Comments on Public Consultations

None received.

7.20 Planning obligations

The applicant has agreed in principle a unilateral undertaking to address:

- (i) To accept the costs for the water management project pertaining to the Snowbase site;
- (ii) To provide a timetable, prior to commencement on the current Snowbase scheme, to LBH for the production of a scope of works in respect of the Heathrow wide Water Management Project;
- (iii) The timetable shall lay out in detail a set timeline (i.e. a calendar date) for the provision of a Scope of Works to London Borough of Hillingdon that is fit for purpose and serves the purpose for the applicant of issuing a tender document;
- (v) A commitment to provide the Scope of Works to London Borough of Hillingdon and Environment Agency for agreement prior to the tender exercise for the works
- (iv) A timetable for the implementation of the water management project works, including a phasing plan attached to a Heathrow Operations Site map

The final wording of the unilateral undertaking shall be reported to committee in the Addendum to the Majors Committee.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is

unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

None.

10. CONCLUSION

The application is a consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development Order) seeking to provide expanded and enhanced snow base facilities at Heathrow.

The proposals are directly related to the operation needs of the airport and are considered to represent permitted development.

The proposals would not result in any adverse impacts on the appearance or character of the airport or have any impacts on existing landscaping. Nor would the development give rise to any detrimental impacts on the amenity of residential properties or on the safe operation of the airport.

Subject to appropriate considerations there would be no detrimental impacts arising from the development in terms of contamination or flood risk.

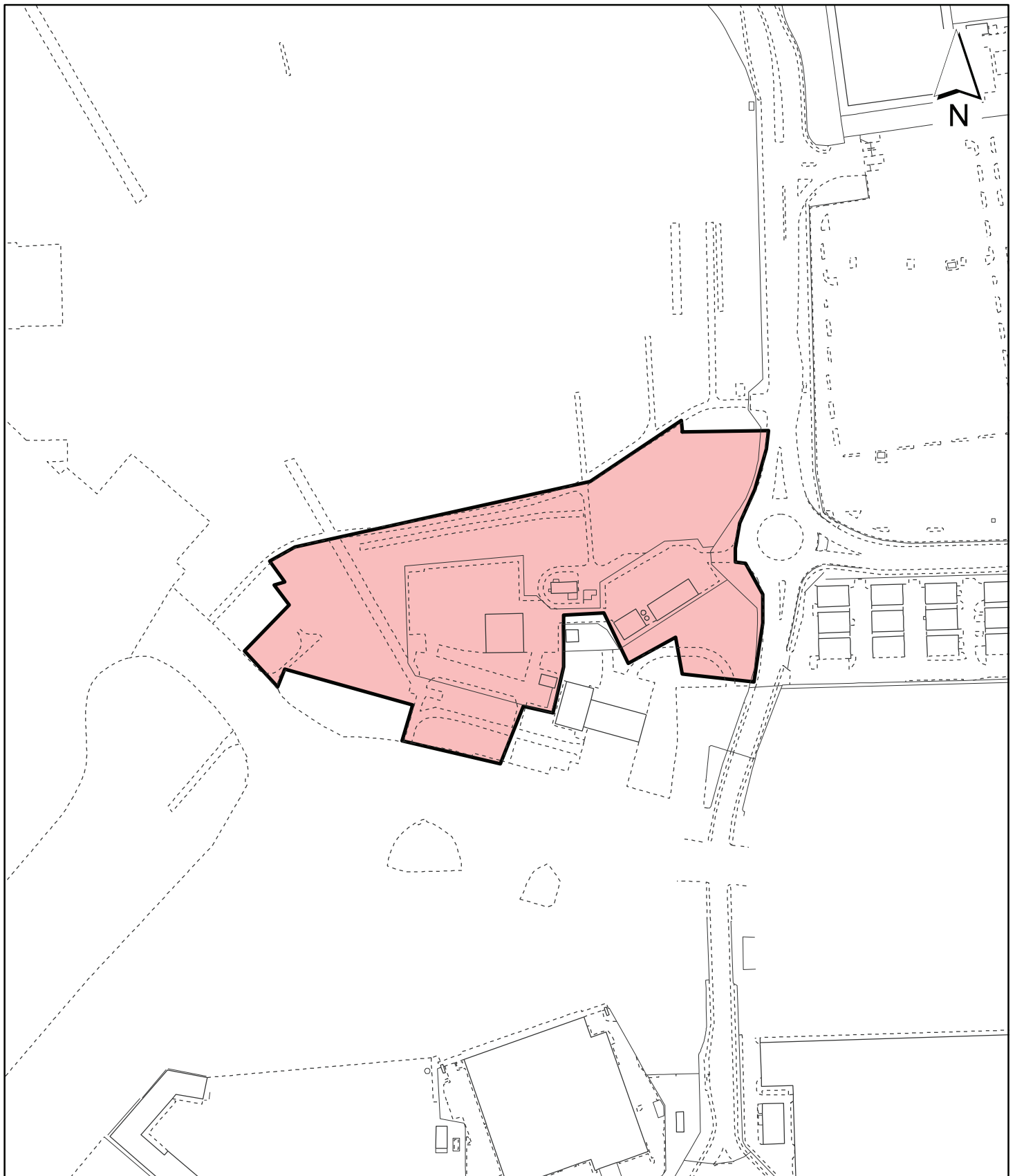
Accordingly, no objection is raised to the proposal subject to the considerations.

11. Reference Documents


Hillingdon Local Plan: Part One (November 2012)
Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)
London Plan (July 2011)
National Planning Policy Framework (March 2012)

Contact Officer: Gareth Gwynne

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2013 Ordnance Survey 100019283

Site Address

**Snowbase
Eastern Perimeter Road
Heathrow Airport**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
45151/APP/2013/1768

Scale
1:3,000

Planning Committee
Major Applications

Date
**September
2013**



HILLINGDON
LONDON